

Montana and the Sky



Vol. 32, No. 6

MONTANA AERONAUTICS DIVISION

June, 1981

Veteran Montana Pilot Killed

We regret to report that helicopter pilot Robert "Bob" Schellinger was killed last month when his helicopter crashed in the rugged mountains east of Trout Creek.

The mishap occurred when Bob was attempting to pick up two surveyors whom he had ferried to the area earlier the same day.

Bob was born in Glasgow on June 14, 1932, graduated from Glasgow High School and later attended the University of Montana for one year. In September, 1953, after serving in the infantry in Korea, he joined Missoula's Johnson Flying Service as an apprentice mechanic and co-pilot on cargo aircraft such as Ford Tri-Motors, DC-2's and DC-3's.

He became a full-time pilot for Johnson's in 1957 and from 1958 until the present had been primarily a helicopter pilot. As such, he had flown government contracts for the Forest Service, U.S. Geological Survey, National Park Service, Bureau of Indian Affairs and Bureau of Land Management. His work varied from season to season, but took him on snow and powerline surveys, game counts, timber and range spraying projects, cargo hauling, fire surveillance and search and rescue work.

He logged more than 18,000 hours as a pilot, including more than 1,800 in fixed-wing aircraft and 10,000 in a variety of helicopters.

Bob received dozens of flying awards and commendations throughout his career, including Helicopter Pilot of the Year in 1965.

He is survived by his wife and four children.

Malmstrom Open House

Malmstrom Air Force Base will be dedicating a new museum on 11 July 1981 that will help preserve the base's tradition and heritage.

The museum is in need of memorabilia from organizations or individuals stationed at Malmstrom. Any loans or donations are appreciated. Interested persons should contact the Curator, Heritage Museum, Malmstrom AFB, Montana.

Also on 11 July Malmstrom's 341st Strategic Missile Wing will celebrate its twentieth anniversary. A base open house will be featuring the Navy's "Blue Angels" and the Air Force Academy's parachute demonstration team, known as the "Wings of Blue." Tours will also be given of the base with more than 30 different U.S. and Canadian aircraft on static display.

Gates will open at 8 a.m. with the airshow commencing at 2 p.m.

Jerry Burrows Celebrates 20th Anniversary

Gerald C. "Jerry" Burrows completed 20 years service with the Aeronautics Division June 1st, the oldest in-time-of-service presently at the Division.

He served with Frank Wiley, Chuck Lynch, Bill Hunt and present admin-

istrator Mike Ferguson.

Jerry's main concern is the navigational aids program—non-directional beacons (H-markers) and air-to-ground radios (unicoms). However, a lot of time is devoted to providing airport aids such as wind-socks, lighting equipment and bulbs, beacons, runway lights, radio controllers, and occasional runway lighting systems. He also is responsible for five airway beacons.

Jerry enjoys his variety of duties: office work, flying and field work, NDB installation, trouble-shooting and an occasional work session at Schafer Meadows.

Airport maintenance and the film library were some earlier functions Jerry was responsible for. He also worked at the Yellowstone Airport, crash-fire-rescue training for state airport personnel, and wrote specifications for many airport fire trucks before a full time airport manager was hired at Yellowstone Airport.

Jerry resides in Helena with his wife, Sharon, and four children.



Jerry Burrows, Aviation Representative at the Aeronautics Division.

Administrator's Column

The Montana Aeronautics Board held a meeting on May 14 in Helena. During the meeting they approved a Certificate of Public Convenience and Necessity for Minuteman Aviation to serve the Missoula-Challis-Boise route five days a week with one round trip per day.

The board also discussed the current sunset review that is taking place. By law, every board within the state is automatically terminated every six years. A legislative auditor is presently conducting a review study on the necessity of the Aeronautics Board and its functions.

A report should be forthcoming by the end of the summer outlining the auditor's findings. The report will be made public at which time any comments will be taken into consideration.

A final report will then be issued and given to the Legislative Audit Committee. That committee will be responsible for holding a public hearing and introducing legislation for the board's continuation or modification. If the Legislative Audit Committee elects to take no action the board will automatically terminate on 1 July 1983. This is the first time the Aeronautics Board has been reviewed.

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We were all greatly saddened to learn of the death of Bob Schellinger. Bob was respected and admired by all those who knew him.

He donated many hours of his time and helicopters toward the Aeronautics Division's search and rescue efforts.

We extend our personal condolences to the Schellinger family on behalf of the Aeronautics Division and Board.

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We are now underway with preparations for the third annual Mountain Search Pilot Clinic to be held this fall.

We again plan to host the clinic at the Kalispell City Airport in September and will offer ground school and dual flight instruction on the techniques of flying search and rescue missions in the mountains.

Although the dual flight instruction will be limited to a maximum number of our mountain volunteer search pilots, anyone interested is invited to attend the ground school sessions. If you are a registered Montana pilot and have volunteered as a mountain search pilot you will be contacted later on in the summer with details.

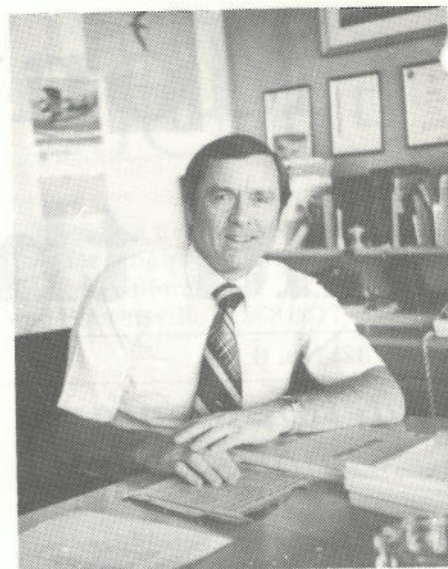
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The Aeronautics Division is sponsoring eight college aerospace teacher workshops this summer. Most of the workshops will be conducted during the month of June and will be held at Montana State University, Eastern Montana College, Carroll College, Montana Tech, Northern Montana College, and at Great Falls and Kalispell.

These workshops are offered to elementary and secondary educators. Our primary goal is to achieve more aviation and space education programs in the schools throughout the state. The enrollment thus far has been outstanding.

We will have representatives from NASA, the United States Air Force, the Civil Air Patrol, the National Association of Aerospace Educators, in addition to our office and the respective workshop directors making presentations.

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Montana and the Sky
USPS 359 860

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Official Monthly Publication
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MONTANA AND THE SKY is
published monthly in the interest of
aviation in the State of Montana.

Second-Class postage paid at
Helena, Montana 59604
Subscription \$2.00 per year
Editor: Paula K. Lindsey



Creative Press

Cascade Flies Butte

Cascade Airlines, reputedly one of the Northwest's best commuter lines, will begin Butte-Salt Lake service June 15.

The Spokane firm has made a commitment on rental and landing fees, it was announced by Shag Miller, Chairman of the Butte-Silver Bow Airport Board.

Miller said Cascade will offer a single turn-around flight daily to take up the slack for the loss of Western Airline's afternoon flight. Western is moving its daily midday service June 1 to a southbound flight in the morning and a return flight from Salt Lake at night. The route will include Great Falls service.

The Cascade flight is expected to arrive each afternoon about 2:30 from Salt Lake, then return to the Utah air hub after a stop in Pocatello. Cascade will fly a 19-passenger Bandarani, a Brazilian plane it uses on its Washington and Oregon routes, Miller said.

Cascade had delayed its plans to enter the Butte market until delivery of new pressurized Metroliner aircraft, but the Western switch accelerated the timetable, Miller said. He said the Metroliners are expected to be put into service out of Butte in September. This will be a non-stop flight to Salt Lake.

Officials of the airport board and the Chamber of Commerce solicited Cascade to offer Butte service at a meeting with company officials in Spokane last fall. That came after Western refused to institute a Great Falls-Butte-Salt Lake City flight.

The same local group and Great Falls officials traveled to Los Angeles last August to suggest the new route, which added Great Falls. Western rejected the suggestion and soon after discontinued its early morning and late evening service to Butte.



Service Cuts Proposed for Local Tower

There's not enough air traffic at Great Falls to justify 24-hour operation of a control tower and its hours will probably be trimmed according to the Federal Aviation Administration.

Clyde Powers, an operations specialist at the FAA regional headquarters in Denver, said plans are to close the tower from 11 p.m. to 7 a.m.

That would put the Electric City in company with Missoula which has less than 24-hour tower service, and leave Helena and Billings as the only Montana airports with air traffic

controllers working around the clock, Powers said.

Traffic counts at Great Falls over the last year showed a 16 percent decline in total flight operations compared to the previous year, he said. Although Powers was unable to say whether night flights were also down, he said that would have been the only reason for curtailing hours.

No FAA personnel here will lose their jobs or be transferred, Powers said.

The change in hours should have little effect on aviation here, because commercial flights and other operations should go on as usual.

Only about 5 percent of the nation's 12,000 airports are served by control towers and about half of the towers are manned less than 24 hours.

The proposed hours will be effective July 5.

Airshow Alberta '79 was touted as "The Biggest Air Show Alberta Has Ever Seen," but Airshow Alberta '81 should prove to be even greater.

Airshow Alberta '81 will be a salute to agriculture, with demonstrations of crop spraying and forest fire protection, as well as a huge agricultural machinery display on the airport, and a big line-up of aircraft flown in by the Flying Farmers.

Those big yellow Harvards which used to roar the skies in wartime will be back along with many of the old favorites. There will be a special Ultra Light demonstration, the French Connection, as well as the smallest jet aircraft in the world—the Acrojet, also available for the airshow.

There will be a different air show each day, climaxing with the incomparable Snowbirds as a show closer. By special arrangement, Bob Hoover, Art Scholl and the Canadian Reds will give their full performance, each of the two days.

On the grounds each day there will be displays of agricultural machinery, spray planes and water bombers. There will also be Ultra Lights, antiques and home built aircraft.

And for the first time ever in Medicine Hat, there will be a 4x4 drag race with big machines from Lethbridge, Calgary, Saskatchewan, British Columbia and Montana.

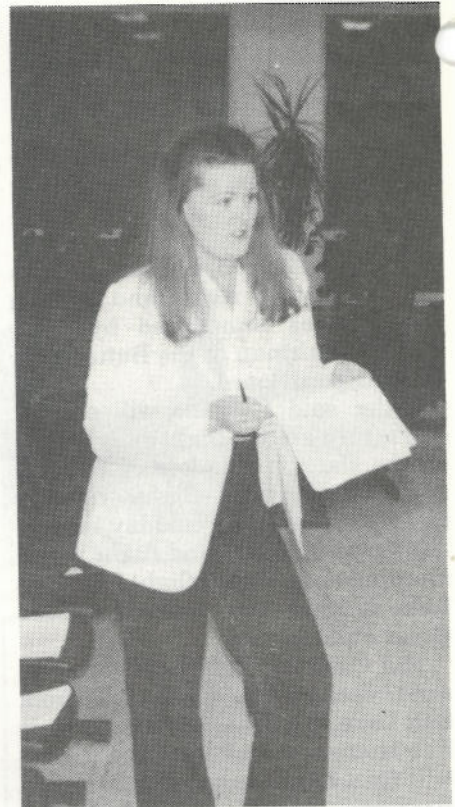
This year's Airshow Alberta certainly sounds like one you'll not want to miss!

Great Falls MPA Meeting

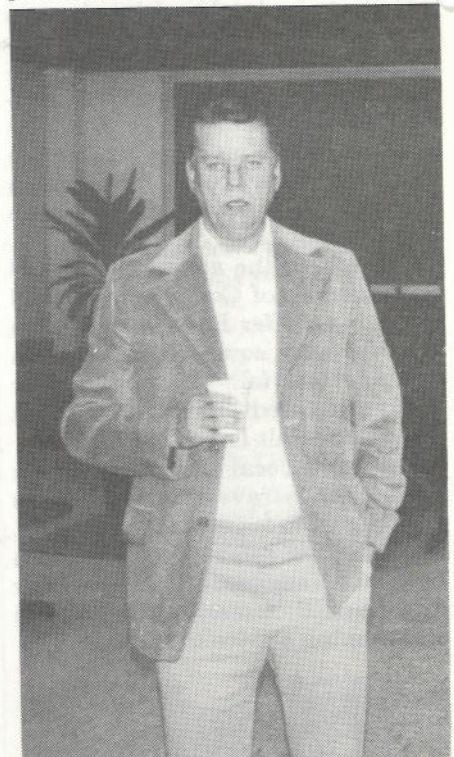
April 13



During the recent Great Falls MPA Hangar meeting.



Ann Eliason, secretary to the Great Falls hangar read the minutes to the previous meeting.



John Williams, Chief of the FSS in Great Falls, spoke at a recent Great Falls MPA Hangar meeting.

Jackpot Air Race All Set

Entries are now being accepted for the 5th Annual VFR Air Race from Great Falls to Jackpot, Nevada on October 3, 1981. Although there has been an increase in motel/food costs and a new 6% sales tax in Nevada, there will be no increase in the air race entry fee for this year.

The entry fee is based on seating capacity of aircraft and number of motel rooms in Jackpot that each entry requires. For example: a four place plane using one motel room in Jackpot, the fee is \$135.00. If two motel rooms are needed the fee is \$165.00. The entry fee covers all pilots and passengers, in addition to the rooms in Jackpot; a champagne reception in Great Falls the evening prior to the race; coffee/rolls before departing Great Falls for Jackpot; awards party and dinner-show in Jackpot on Saturday and breakfast in Jackpot on Sunday before departing for home.

Each type of aircraft will compete within its own class. High powered planes with retractable gear compete in Class 1A & B. Cessna 180, 182, 185 etc. will be in Class 3. Class 2 consists of planes such as Cessna 150, 172, PA 11, Ercoupe, etc. There is a very good chance for a new class this year, Class 4, which will be lady pilots only! Each class has its own handicap base, which is figured on the cruise speed of the aircraft at 75% power, best cruise altitude on a standard day. All seats to be filled with the exception of jump seats.

The race is planned for 50 planes to compete. Most spots are filled at this time but there is always the chance of a cancellation. Entries are accepted on a first in and paid for basis. Pilots interested are urged to contact Patti Thompson, 2824 4th Avenue South, Great Falls, MT 59405 or call 452-8800.

This event is a safe, fun race. It is against time of your aircraft only. No required stops or low flying over any objects. It's really a fly-in with a chance to make some money and meet a great group of Montana people.

Calendar

June 8 to 17 — Bozeman Aerospace Teacher Workshop, Montana State University.

June 12 to 14 — Montana Pilots Association Convention, Glasgow. Contact Doug Campbell in Glasgow for details, 228-4876.

June 15 to July 3 — Butte Aerospace Teacher Workshop, Montana Tech.

June 15 to 26 — Helena Aerospace Teacher Workshop, Carroll College.

June 15 to July 2 — Kalispell Aerospace Teacher Workshop.

June 16 to 18, 23 to 25 — Great Falls Aerospace Teacher Workshop, College of Great Falls.

June 18 to 20, 25 to 27 — Havre Aerospace Teacher Workshop, Northern Montana College.

June 22 to July 2 — Billings Aerospace Teacher Workshop, Eastern Montana College.

June 28 — Flying Farmers Queen Marilyn Lewis Fly-In, Ware, northwest of Lewistown.

July 7 & 8 — FAA Mechanics Examiners Clinic. Coach House East, Helena.

July 8 & 9 — Aeronautics Board meeting, West Yellowstone.

July 9 — FAA IA Discussion meeting. Coach House East, Helena.

July 11 — Malmstrom Open House — Navy Blue Angels.

July 15 to 17 — Western States Search and Rescue Advisory Council Meeting, Helena.

July 18 & 19 — Schafer Meadows Fly-In.

July 26 to 31 — International Flying Farmers Convention, Calgary, Alberta.

July 31 — Butte Air Show, Bert Mooney Airport. Snowbirds, Canadian Reds and more. To begin at 6 p.m.

August 1 & 2 — Density Altitude Clinic, West Yellowstone.

August 1 & 2 — Airshow Alberta '81.

August 7 to 9 — Beacon Star Antique Airfield Fly-In. Sponsored by the Montana Antique Aircraft Association.

August 17 to 23 — Aviation

Appreciation Week in Great Falls.

September 18 to 20 — Mountain Search Pilot Clinic, Kalispell. More to come.

September 25 to 27 — North Dakota Flying Farmers Convention, Holiday Inn, Jamestown.

October 3 — Halloween Air Race, Great Falls to Jackpot.

October 23 to 25 — Saskatchewan Flying Farmers Convention, Derrick Motor Hotel, Estevan.

Your FSS

By: Jon D. Ellsworth, Chief
Billings Flight Service Station

FLIGHT SERVICE STATION LONG DISTANCE BRIEFINGS:

Greater dependence is being placed on the central weather computer system in Kansas City for long distance weather briefings. At this time, FSS circuits, with a few exceptions, are shared with other stations and, because of this and the increased performance of private aircraft, we are asking pilots to call us fifteen or twenty minutes before a long distance briefing will be needed, if possible. This will give us time to extract and consolidate the necessary data so that we may give you the quality weather briefing we think you deserve.

BACKGROUND INFORMATION:

For faster and better weather briefings, the FSS specialist must have enough background information to adequately present the data. It would benefit both the pilot and briefer if this was volunteered by the pilot during the initial part of the conversation. Background needed includes IFR/VFR, type of aircraft, route and destination, ETD, ETE, and any special information such as "student pilot" or "limited radio."

MILITARY TRAINING ROUTES:

Two new IFR training routes will be in effect beginning June 11: IR-303 near Sidney-Glendive and IR-428 which starts near Big Timber. If you are planning to fly in these areas after that date, contact the nearest FSS for active periods.

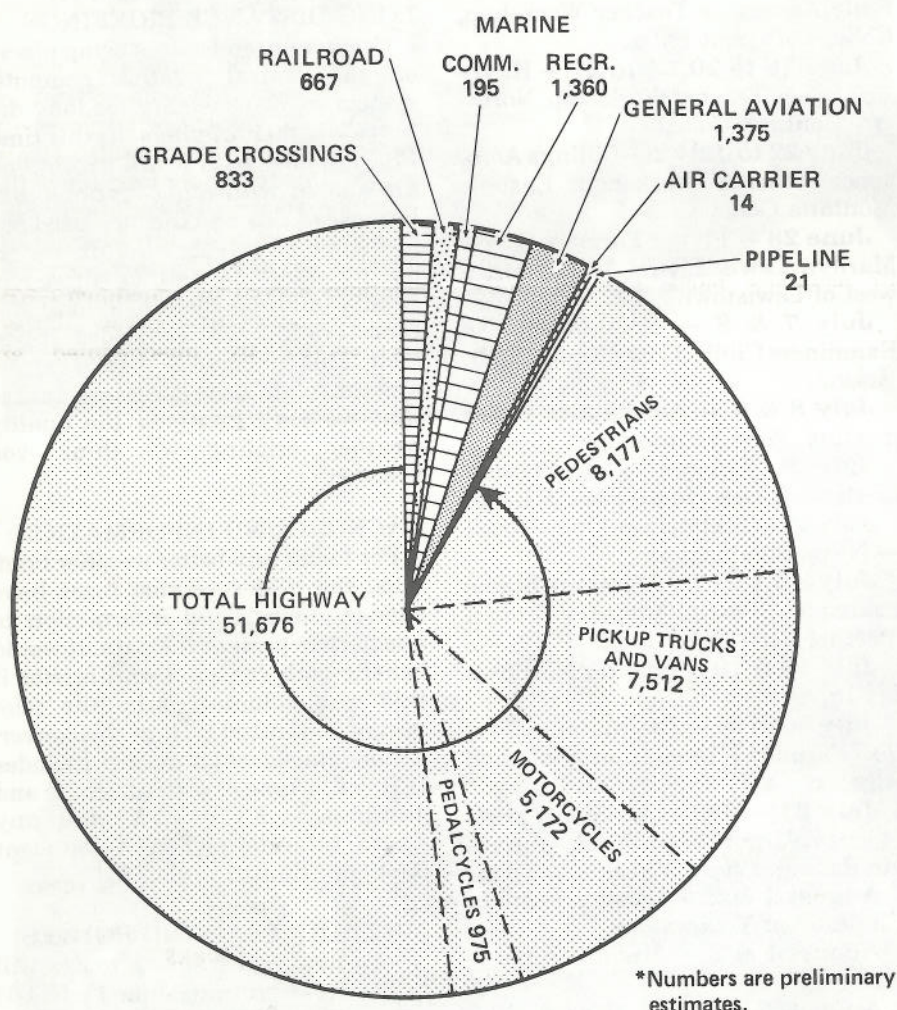
NTSB Releases Transportation Fatalities

The annual transportation fatality toll in the United States remained essentially unchanged in 1980 according to preliminary statistics released by the National Transportation Safety Board.

Highway fatalities were relatively stable, increasing only 1 percent over 1979.

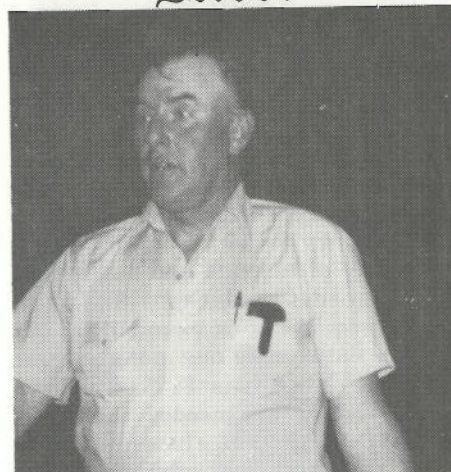
Among the various modes, there was substantial change only in aviation and pipeline fatality tolls. With air carrier fatalities dropping from 355 in 1979 to 14 in 1980, and commuters down from 65 to 23, total aviation fatalities were down 20 percent at 1,389. Pipeline fatalities totaled 21, down 50 percent from the 42 in 1979.

TRANSPORTATION FATALITIES* 56,141 IN 1980



NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D.C.

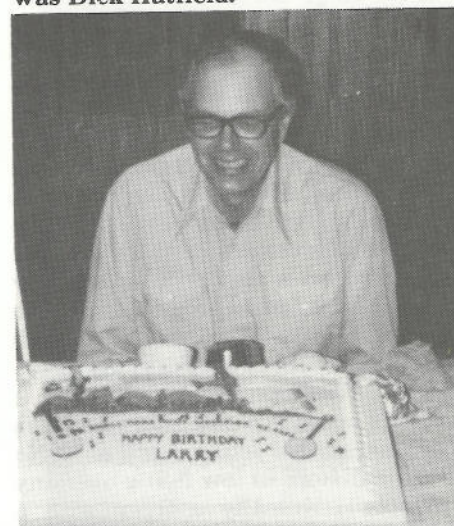
Antiquers Meet



Frank Bass, President of the Montana Antique Aircraft Association, convened over the MAAA meeting which took place in Stanford.



Everyone always enjoys Larry and LaDonnie Larson's singing and playing. The featured harmonica player was Dick Hatfield.



Larry Larson celebrated another 29th birthday during the MAAA meeting on April 25.

CONGRATULATIONS!

FAA Certificates Issued Recently to Pilots

PRIVATE

Ronald M. Fladager, Peerless
Stephen L. Hampton, Culbertson
Jon O. Berg, Hilger
Larry G. Allred, Billings
Shawna Hasty, Billings
Gerald C. Nelson, Billings
Debra K. Balock, Billings
Joseph M. Woods, Billings
John C. Stewart, Billings
Gary C. Wagner, Billings
David B. Dickey, Kalispell
Richard D. Casey, Havre
Gary E. Pitts, Wolf Point
Kirk A. Warner, Havre
Dennis K. Elker, Havre
David E. Henry, Poplar
Darrold K. Hutchinson, Gildford
James L. Laidlaw, Whitefish
Peter D. Tiffany, Whitefish
John C. Murphy, Bozeman
Charles R. Fergerson, Helena
James M. Houdashelt, Bozeman
Roy E. Kechely, Helena
John H. McGillis, Simms
Dominique H. Bugnon, Great Falls

INSTRUCTOR

Sidney G. Brandon, Billings
(Multi-Engine)
Herbert R. Hawk, Billings
(Commercial)
Robin E. Hill, Billings
(Commercial)
Paul R. Schultz, Billings
(Commercial)
Kenneth R. Aamold, Bozeman
(Commercial)
Ronald J. Sanders, Richland
Patrick J. Hogan, Libby
Gordon C. Flint, Cut Bank
Darrel W. Smith, Bozeman

ATP

Kent W. Potter, Miles City
Charles A. Breslin, Billings
James D. House, Billings
Donald R. Scalf, Kalispell

INSTRUMENT

Bobbie L. Hill, Missoula
Frederick A. Burnham, Hamilton
Paul A. Bloomquist, Whitefish
Edgar G. Obie, Chinook

Landing Facilities Increased in '80

The number of airports, heliports and other landing facilities available to civil aircraft in the United States and its possessions increased to 15,161 in 1980, a net gain of 415 from the previous year according to the Federal Aviation Administration.

Privately-owned landing facilities accounted for the majority of the increase, going from 9,985 in 1979 to 10,347 in 1980. Publicly-owned facilities increased slightly from 4,761 to 4,814. Only 4,257 publicly-owned and 2,262 of the privately-owned facilities, a total of 6,519 were open to the public last year.

The 1980 increase was achieved despite the closing of 330 landing facilities during the year. Of the 330, 111 were publicly-owned and 219 were privately-owned. Closed were 240 airports, 80 heliports, and 10 seaplane bases.

Included in the 1980 year-end totals were 12,240 airports, 2,336 heliports, 527 seaplane bases and 58 short takeoff and landing (STOL) airports or runways. Both civil landing facilities and military facilities that

permit civil aircraft operations were counted in that total.

Texas continued to lead all states with 1,375 landing facilities, followed by Illinois 942, California 825, Alaska 731, Pennsylvania 694, Ohio 652, Minnesota 491 and Florida 485.

Montana ranked 29th in the nation with 185 total facilities.

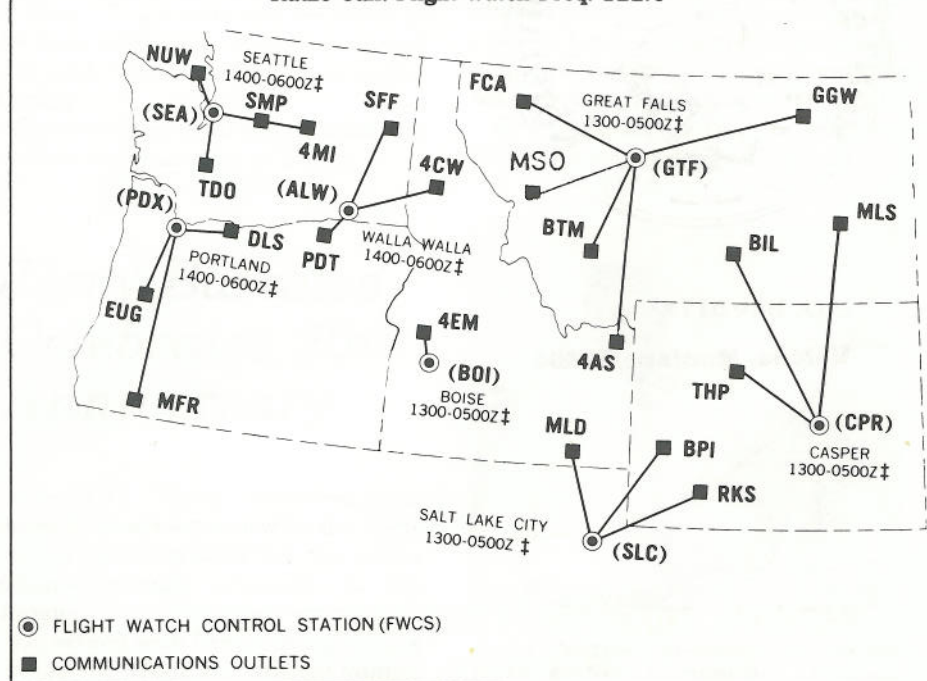
Great Lakes Region led all regions with 3,253 landing facilities, followed by Southwest 2,263, Eastern 1,971, Southern 1,851, Central 1,340, Western 1,164, Rocky Mountain 1,090, Northwest 891, Alaska 731, New England 542 and Pacific 65.

Lighted runways were provided at 4,738 locations and paved runways at 4,833. Seventy-five airports and 191 seaplane bases have a runway or landing area in excess of 10,000 feet.

A total of 730 facilities are served by air carriers that hold certificates of public convenience and necessity issued by the Civil Aeronautics Board and certificated under Part 139 of the Federal Aviation Regulations. Included in this total are 54 military airports. Of the 730, there are 460 locations served by scheduled CAB-certificated air carriers, and 270 that are served by unscheduled air carriers.

Enroute Flight Advisory Service (EFAS)

Radio Call: Flight Watch-Freq. 122.0





During the Montana Airport Managers Association winter meeting new officers were elected. They are, pictured left to right: Ted Mathis, Secretary-Treasurer; Ron Dent, Director; Bruce Putnam, President; Joe Atwood, Director; Don Rees, Director; and Angelo Petroni, Vice President.

NOTE

There is a new telephone exchange line for Flight Service Station and weather information in Hamilton and Stevensville ... 363-6417.

2,500 copies of this public document were published at an estimated cost of \$.18 per copy, for a total cost of \$447.17, which included \$230.00 for printing and \$217.17 for distribution.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE— "To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."

June, 1981



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Plan on a great weekend at Schafer Meadows — July 18 & 19